

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Rumania	REPORT	
SUBJECT	State Railroad Automobile Repair Workshop in Bucharest	DATE DISTR.	13 May 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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1. The State Railroad Automobile Repair Workshop (Calea Ferate, Sectia Auto Reparatii) is responsible for the maintenance of automobiles used by the Central Administration as well as the District Management of the State Railroads and the Ministry of Transport, and also for the maintenance of trucks used for the transport of freight. It has a central store and several repair shops in various parts of the country, located as follows:
 - a. Main office at Palatul CFR, Calea Grivitei, Bucharest.
 - b. Main workshop at Piata Victoriei, Bucharest.
 - c. Branch workshop, Grivita, Bucharest.
 - d. Special workshop for Diesel engines at Cotroceni.
 - e. Workshop for Moldavia at Mizil.
 - f. Workshop for Oltenia (small) at Turnu Severin.
 - g. Workshop for South Transylvania at Stalin (Brasov).
 - h. Workshop for North Transylvania at Cluj.
 - i. Central store for automobile spare parts at Chitila, near Bucharest.
2. The main workshop in Bucharest is the former Leonida Garage, established in 1947 and nationalized in 1948. It is the most modern and best-equipped repair shop in Rumania. It has the following 12 departments.
 - a. Turning and mechanical department, with 16 different lathes including six new Soviet turret lathes, 3 shaping machines, 14 selected drills, 1 large machine for regrinding cylinders, 1 machine for adjusting pistons, and 1 lathe for drive-shafts.
 - b. Foundry, with three crucibles for cast iron, aluminum and brass and bronze.
 - c. Forge, with two furnaces and two pneumatic hammers.
 - d. Engine department, which repairs and fits engines.

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- e. Tinsmith's shop.
 - f. Carpenter's shop, with equipment including two planes for plywood, and truing and moulding planes.
 - g. Upholsterer's workshop.
 - h. Paint shop, comprising compressor spraying equipment.
 - i. Tool repair shop, with small lathes.
 - j. Die cutting and molding shop, with one extrusion molding machine.
 - k. Galvanizing shop, for nickel and chromium plating.
 - l. Electrical shop, which repairs dynamos.
3. The workshop has its own depot for spare parts, but parts not in stock are ordered from the main depot at Cotroceni. When the stock of nationalized spare parts had been used up, various shortages hampered the work. At first spare parts were bought on the black market, but several managers were imprisoned for this and the practice was stopped. Tires are obtained from the Banloc factory at Baicoi but are of inferior quality.
4. More than 1,500 trucks are used by the Railroad in Bucharest, including 400 Zis, 400 Borgward, 300 Blitz, 300 Fords, and 100 others. It also uses between 460 and 480 automobiles, including Dodge, Plymouth, Zis and Opel-Olympia makes. Several 1950 Buicks belong to the Ministry itself. According to plan the workshop overhauls 25 to 30 trucks and 40 automobiles per month, in addition to carrying out minor repairs. It employs about 400 men.
5. The following were imported in 1950:
- a. From the USSR: Synthetic rubber tires and ball bearings of an inferior quality.
 - b. From Czechoslovakia: Electrical materials and spare parts, Bata tires, special tool steel, drive-shafts, bolts, and SKF ball bearings.

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